

archaeological potential, as defined by the Phase I STP testing. As with the Phase I testing, soil was passed through a 1/4 inch screen of hardware mesh, and all cultural materials bagged and labelled according to stratigraphic excavation levels. Field records for the Phase II testing included excavation in measured levels, thickness, color, and textural characteristics of all soil horizons encountered, sketches of profiles and floorplans of test units, photographic recording of test units, and feature excavation and recording, when encountered.

RESULTS OF PHASE I AND II ARCHAEOLOGICAL INVESTIGATIONS

To facilitate the completion of the field investigations, and to aid in the discussion of results, the Old Baltimore Pike project area was divided into five geographic segments: Segment 1 includes the four corners area of the Old Baltimore Pike and Route 72 intersection; Segment 2 extends from the farm lane of Vernon Comly on the south side of Old Baltimore Pike, to the driveway of Stuart Pharmaceutical; Segment 3 contains the proposed realignment of Salem Church Road, and includes the area around Fix's Corner; Segment 4 extends from the eastern dog-leg of Salem Church Road to the Christiana Bypass, or Route 273; and Segment 5 includes the three potential alignments of the proposed Newtown Road, extending from Route 72 to Route 896 at the Four Seasons Parkway (Figure 19). The results of the Phase I and II archaeological investigations in each of these segments will be presented below, and will include a discussion of the background research for the particular segment, the testing conducted, whether any sites or other cultural resources were identified,

and the recommendations concerning those sites and/or cultural resources.

SEGMENT 1: OLD BALTIMORE PIKE AND ROUTE 72 INTERSECTION

The properties around the intersection of Old Baltimore Pike and Route 72 were divided into five tracts (Figure 19). Starting in the northwest corner of the intersection and moving in a clockwise direction around the intersection, the tracts are the Cooch tract, the Leach tract, the Comly tract and the Lindell tract (both on the southeast side of the intersection), and the Goodchild tract (Figure 20). Table 4 presents a summary of the Segment 1 testing, including the property tract names, the total number of STPs and measured squares excavated, the total number of artifacts recovered, the presence of prehistoric and historic sites, and specific tract notations concerning the Phase I and II testing. Three sites were identified during the Phase I survey -- the Cooch Tenancy site (7NC-D-139), the Leach site (7NC-D-141), and the Comly site (7NC-D-138). Only the Leach site was subjected to Phase II investigations. The field investigations, testing methods, and results for each of these tracts will be discussed separately. Appendix I presents the total artifact counts from each of the tracts.

The historic development of the Segment 1 intersection occurred at a fairly late date when compared to other sections of the surrounding region. Scharf (1888:415) indicates that in 1723 the settlers of the Welsh Tract petitioned the courts of Cecil and New Castle Counties to open a road from Head of Elk (modern Elkton, Maryland) to Christiana. By the 1760s this road was

TABLE 4

SEGMENT 1 TESTING SUMMARY

Tract Name	Number of STPs	Site Present	Artifacts Recovered	Additional Testing	Notes/Comments
Lindell	14 STPs	-----	1 hist.	-----	Considerable landscaping of single family homes
Cooch	29 STPs	7NC-D-139	28 hist.	-----	Plowed field; concrete tenant foundation
Goodchild	22 STPs	-----	11 hist.	-----	Evidence of landfill and disturbance; swampy ground
Comly	54 STPs	7NC-D-138	8 hist. and 54 prehist.	42 STPs	Fallow field; ephemeral prehistoric site located close to swampy ground
Leach	40 STPs	7NC-D-141	2584 hist. and 14 prehist.	8 5'X5' 1 strata cut	Remains of house ruins, demolished in 1964 by DelDOT
Total	158 STPs	3 sites 2 hist. 1 prehist.		8 test units 1 strata cut 42 STPs	

Key:

hist. - historic
 prehist. - prehistoric
 STPs - shovel test pits

well-established as one of the most important in the region; it extended from the milling and grain-producing areas of Cecil County and the Lower Susquehanna drainage to a major transportation and shipping center at the village of Christiana (Walzer 1972; Basalik, Brown and Tabachnick 1987; Catts et al. 1987). An intersection at the project area location, however, is not shown on any of the eighteenth or early nineteenth century maps of the area; apparently the road located to the west of the project area and leading from Newark through Cooch's Bridge southwards to Glasgow was sufficient for local north-south traffic. Locally, this portion of Pencader Hundred was referred to as "Purgatory Swamp", probably due to the low, swampy nature of much of the ground surface, even today. During the Battle of Cooch's Bridge (September 3, 1777) a detachment of British light infantry became mired in the swamp and were unable to outflank the American line; traditionally, this is when the name was applied to the area (Cooch 1940:87). The presence of Purgatory Swamp may explain why no roads were constructed in this location until after the turn of the nineteenth century.

A portion of the intersection was constructed in the first quarter of the nineteenth century, when the segment of present-day Route 72 extending north from the cross-roads was laid out in 1816, leading from the Elk and Christiana Turnpike (as Old Baltimore Pike was called in the early 19th century), to the "Road from Tyson's Mill to Ogletown" -- present-day Route 4 (New Castle County Levy Court, Road Petitions and Returns, 1816). The Elk and Christiana Turnpike had been incorporated in 1813 and was completed four years later in April of 1817. Twelve years later,

in 1828, the southern end of Route 72 was established. This portion of the road began at "the southeast end of the first angle of the road leading from Eccles' Mill toward Jacob Faris Esquires" (present-day Route 40), crossed both Muddy Branch and Christiana Creek, and joined up with the Elkton and Christiana Turnpike at the project area's cross-roads (Figure 21). As can be seen from Figure 21, there were no structures present at the intersection at this time, and the lands in the immediate vicinity of the cross-roads belonged to William Cooch, Albert G. Lewis, and Samuel Johnson (New Castle County Levy Court, Road Petitions and Returns, 1828). The intersection continued to be uninhabited for about the next four decades. The Rea and Price Map of New Castle County (Figure 8) shows no structures present in 1849.

Beers' Atlas map of Pencader Hundred in 1868 (Figure 9) is the first map to illustrate any structures at the cross-roads. At this time the only building present is on the northeast side of the intersection, belonging to "J.W. Dayett". Throughout the remainder of the nineteenth century, only the northeast corner of the cross-roads was occupied. In the 1930s, several structures were moved from farms north of the project area by the U.S. Government and re-located within the project area (Edward Cooch, personal communication 1987). One of these was placed on the Cooch property, west and north of the intersection (see Cooch Tract discussion below), and another was added to the buildings on the northeast corner. In 1964, the Delaware Department of Transportation conducted an improvement of the northern section

of Route 72, which included widening and some improvements of the intersection. At this time, the structure which had been present at the northeast corner since at least 1868 was removed (Figure 22), and a new dwelling constructed about 100 feet north.

Cooch Tract

This tract is located on the northwest corner of the intersection, extending approximately 400 feet towards the railroad spur west of the intersection along Old Baltimore Pike, and approximately 500 feet north along Route 72. The proposed ROW in this tract is approximately 30 feet from the existing shoulder (Figures 20 and 23). At the time of the Phase I survey, the portion of the tract along Old Baltimore Pike was a plowed field, and the portion of the tract near the intersection was low swampy ground, changing to scrub brush and pine trees along Route 72.

Phase I testing of the Cooch Tract consisted of a pedestrian survey of the proposed ROW, and the excavation of 29 shovel test pits in areas of the tract where subsurface testing could be undertaken. Due to the swampy nature of the ground and the low potential for archaeological sites in this location, no testing was conducted within an area of about 200x100 feet north of the intersection. The testing on this tract was therefore subdivided into two parts, one along Route 72 and the other along Old Baltimore Pike.

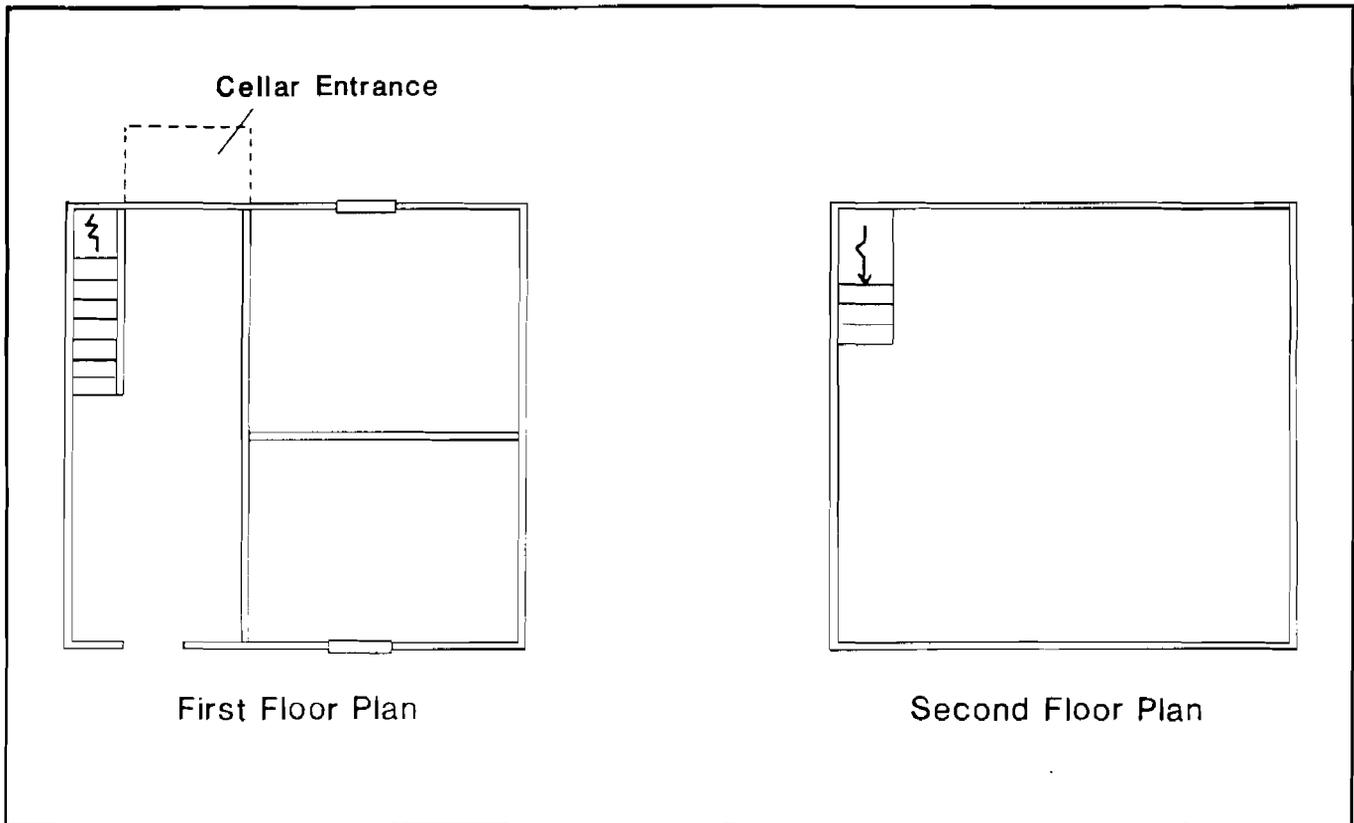
Along Route 72 the pedestrian survey identified a 24x24 foot cinder block cellar and foundation located approximately 360 feet north of the intersection, and about 35 feet from the edge of the existing road. This building was present on the 1964 design

plans of the upgrading of Route 72 as a 1 1/2 story frame house (Figure 22) and on the 1953 USGS topographic quadrangle map (Figure 12), but was absent from all earlier maps and atlases of the area. Mr. Edward Cooch, the owner of the tract, indicated that the structure had been purchased and moved to its present location by his father in the late 1930s or early 1940s, during the construction of the U.S. Government ammunition dump, located where the industrial park north of I-95 is today. The house was utilized as a tenant structure by the Cooch family, and about 1965-1970 it was given to the local fire department for fire practice, when it was burned. Other local land owners, Mr. Vernon Comly, and Mr. Ray Johnson, also recalled a similar history for the structure. As part of the Phase I survey, the foundation was measured and mapped. A floor plan of the building was provided by Ray Johnson from memory and is presented in Figure 24.

Fifteen shovel test pits (STPs), labelled A1 through A15, were excavated within the proposed ROW in this portion of the tract. Two of these, A8 and A9, were placed in the front of the foundation, and STP's A12 through A15 were placed in the plowed field. The remainder of the STPs were located in scrub brush and pines (Figure 23). Soil profiles in this portion of the tract reflected both the swampy nature of the area, and the plowed field. STPs A1 through A4 consisted of a dark organic humus underlain by a saturated orange and grey mottled sandy clay, and the water table was approximately 1.0 feet below ground surface. The remainder of the STPs exhibited evidence of plowing. This was most obvious in STPs A9 through A15, but was also present in

FIGURE 24

Cooch Tenancy (7NC-D-139), Plan of Foundation

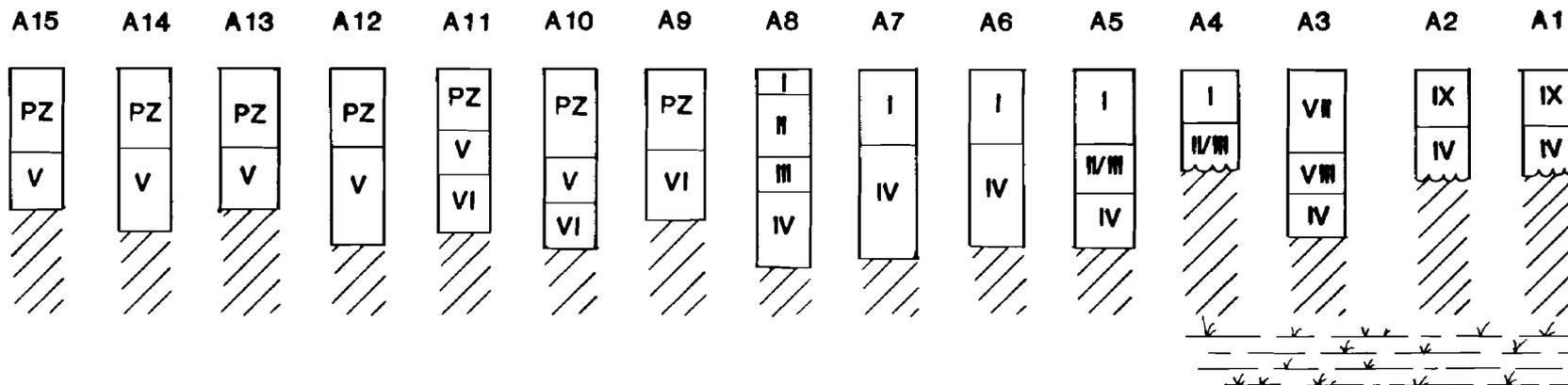


the other STPs. The plowzone consisted of a light to medium brown silty clay approximately 1.0 feet in depth, underlain by yellow-brown silty clays and orange sands. Even the STPs in the vicinity of the cinder block cellar and foundation showed evidence of a plowzone, indicating that prior to the house's placement in this location, the area had been plowed. Figure 25 shows a schematic cross-section of the STPs and their soil profiles. A total of only 25 artifacts were recovered from this portion of the tract, consisting of 24 glass fragments and one nail.

FIGURE 25

Cross-Section of Cooch Tract Soil Profiles, A-Transect

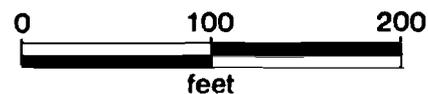
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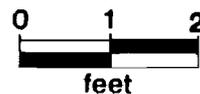
Key

- PZ Medium Brown Silty Clay
- I Dark Brown Humus
- II Gray Brown Silty Loam
- III Tan Material with II Above
- IV Orange Sand with Gray Clay
- V Yellow Brown Silty Clay
- VI Orange Sand with Gray-White Clay
- VII Brown Silty Clay
- VIII Gray Clayey Sand
- IX Dark Brown Organic Silty Loam

-  Unexcavated
-  Water
-  Swamp



Horizontal Scale



Vertical Scale

Along the proposed ROW of Old Baltimore Pike, a total of 14 STPs were excavated in two transects, one 10 feet and one 20 feet from the existing road (Figure 23). These were labelled B1 through B7, and C1 through C7. The proximity of a known prehistoric site, 7NC-D-1, located beyond the ROW on the west side of the railroad tracks on a small rise, provided the reason for the excavation of these STPs. All of these units were located in the plowed field, and showed soil profiles that reflected this fact. The plowzone was a dark brown silt loam varying in depth from 1.0 foot to as much as 1.5 feet in STP C7. Beneath this was a weathered-in-place mixed grey and orange-brown silty to sandy clay with regolith and natural iron deposits. Figure 26 shows a schematic soil profile of the C transect in this portion of the field. Only historic artifacts were recovered from this field, doubtless evidence of manuring and plowing. Despite the proximity of 7NC-D-1 no prehistoric artifacts were recovered.

Testing on the Cooch Tract identified one archaeological site, the Cooch Tenancy (7NC-D-139). The Phase I testing of this site found that the house and foundation located on the tract were placed there within the last 40 to 50 years, and that there was no archaeological evidence of any earlier structure, and very little artifactual evidence of the tenancy occupation period. The foundation itself is located outside of the proposed ROW, and is not likely to yield any valuable data concerning the history and archaeology of the region. Due to these considerations, and the results of the Phase I archaeological investigations, no Phase II investigations were conducted on the site and no further

work is recommended. The site is not considered to be eligible for listing on the National Register of Historic Places.

Goodchild Tract

This tract is located on the southwest side of the intersection and extends approximately 500 feet south along Route 72 (Figures 20 and 27). The proposed ROW in this tract is approximately 30 feet wide from the existing road. A total of 22 STPs were excavated in this tract, labelled A1 through A22. At the time of the investigations, this tract was grassland. Discussion with local informants and background research for the Goodchild Tract indicated that this tract, like the northwest

corner of the intersection on the Cooch Tract, was probably part of the area traditionally called Purgatory Swamp at least since the American Revolution (Cooch 1936) and was always a low, swampy area until recent filling activities by the owner. Soil profiles from the STPs excavated in this tract supported this research. A very moist dark brown silty loam topsoil approximately .8 to 1.2 feet in depth was underlain by a variety of mottled grey, white, yellow and orange clays. In some cases, as in STPs A7 and A13, there were obvious episodes of filling exhibited, with alternating layers of silty clays and sands present. A small rise was tested by the excavation of STPs A9 through A12, and these profiles exhibited a dark brown humus level underlain by well-drained silty clays and sand and gravel. The water table was located in both A16 and A22 at a depth of approximately 2.0 feet below ground surface. Figure 28 presents a schematic view of the soil profiles of STP A1 through A15 and A20 excavated on the Goodchild Tract. A total of 11 historic artifacts were recovered from the testing, all from disturbed contexts. No prehistoric artifacts were found. Based on the results of the Phase I testing, no further work is recommended on the Goodchild Tract.

Lindell Tract

This tract is located on the southeast side of the intersection, approximately 200 feet south of the intersection. It actually consists of the front lawns of several single family homes and extends approximately 500 feet south along Route 72 (Figures 20 and 29). Like the Goodchild Tract across Route 72 to the west, this tract has been extensively disturbed by

landscaping and filling for the placement of the homes. A total of 14 STPs were excavated within the proposed ROW of this tract, which is approximately 30 feet wide at the northern end of the tract, and tapers down to the existing road bed of Route 72 at the southern end. The STPs excavated in this tract exhibited soil profiles that reflected the landscape alterations. A humus level consisting of medium brown topsoils extended to a depth of about 0.5 feet, underlain by mottled orange brown clays, and mottled orange sands and greyish-white clays with gravels. This last layer reached as deep as 3.0 feet below ground surface. STP All showed clear evidence of considerable ground disturbance, and consisted of an orange coarse sand and gravel layer extending to a depth of 1.6 feet below ground surface. Figure 30 presents a schematic cross-section view of the soil profiles found on the Lindell Tract. One historic nail fragment was recovered from the Phase I testing of this tract. Based on the historic research for the area, the presence of extensive landscaping, and the results of the Phase I testing, no further work is recommended on the Lindell Tract.

Comly Tract

This tract is located on the southeast side of the intersection. It extends approximately 200 feet south to the northern boundary of the Lindell Tract, and 800 feet east parallel to Old Baltimore Pike to the Vernon Comly gravel farm lane (Figures 20 and 31). At the time of the survey, this tract was a grass field, with several low, swampy sections located within the proposed ROW. There are two proposed ROWs on the Comly Tract, both encompassing a proposed merge lane from Route

72; one is approximately 50 feet wide at the intersection, the other 100 feet wide. Both proposed alignments taper down to about 50 feet wide by the time they reach the Comly gravel drive.

Phase I testing was designed to include the routes of both proposed alignments. A total of 54 STPs were excavated as part of the Phase I survey. The areas of low, swampy ground in the vicinity of STPs A11 to A13 and were not subjected to subsurface testing because of their wet nature. Soil profiles close to the intersection exhibited evidence of landscaping and soil disturbance, with a mottled gray and orange clay subsoil present above the topsoil horizon. The remainder of the tract showed signs of agricultural use, with a plowzone of dark sandy and silty loams above coarse tan and orange sands and sandy clays. Soil profiles indicated slight degrees of erosion and deflation, but for the most part suggested weathering-in-place. Figure 32 is a schematic cross-section of the A-transect on the Comly Tract, illustrating the soil profiles of the STPs. A scattering of historic artifacts was recovered from the plowzone contexts of the tract, including a fragment of whiteware, two redware fragments, and some glass and nail fragments; all are evidence of agricultural manuring or roadside disposal practices.

Five STPs were excavated approximately 120 feet outside and to the south of the proposed ROW, on a small rise to the west of the low swampy ground (Figure 33). These were placed to test for potential site locations in close proximity to the proposed ROW. Four of the STPs contained no cultural materials, but STP #2 recovered a small jasper flake tool and a jasper flake. This small knoll was designated as the Comly site (7NC-D-138), and an

additional grid of 42 STPs were excavated to define the possible site limits, chronology, and extent.

Soil profiles of the Comly Site (7NC-D-138) were similar to those seen closer to Old Baltimore Pike, and consisted of a dark brown silty to sandy loam plowzone underlain by grey and orange sandy clay subsoil. Figure 34 presents a cross-section of the soil stratigraphy on the Comly Site. A total of 54 prehistoric, non-diagnostic artifacts were recovered, consisting almost entirely of jasper and quartz flakes with cortex, and one quartzite and one jasper early stage biface. There were also some quartzite and chert flakes recovered. All of the artifacts were recovered from plowzone contexts, and no subsurface features were encountered. The additional STPs established the size of the site as following a small finger or rise of land approximately 50 feet long and about 20 feet wide.

The Comly Site probably represents a small hunting or procurement site of unknown age associated with the nearby swamplands and low ground, where a variety of floral and faunal resources could be utilized. It is a very ephemeral site, in a plowed location, and based on current design plans is located outside of the proposed ROW or secondary construction impact zones. Based on the results of the Phase I testing, no further work is needed on 7NC-D-138. The eligibility of 7NC-D-138 to the National Register of Historic Places is not presently known.

Leach Tract

This tract is located on the northeast corner of the intersection, in the area where the historic house was removed by

DelDOT in 1964 (Figures 20 and 35). The proposed ROW on this tract closely follows the existing ROW, which is about 80 feet wide at this location. Due to the known presence of a structure on this location, Phase I testing here was intended to determine what condition the archaeological remains of the site were in, and whether there were any subsurface features still extant after DelDOT's demolition of the structure. Phase I testing consisted of the excavation of 40 STPs on a ten foot grid system in the location of the structure, and along Route 72 to the north. Based on the results of archaeological excavations on two similar house sites on Route 7 North, the Thomas Cavender Site and the J.

Chambers Site (Catts, Shaffer and Custer 1986:82-89) both of which had been removed by DelDOT in 1964, it was anticipated that there would not be intact archaeological remains on the Leach Tract.

Historically, the first dwelling to appear on this corner of the cross-roads was constructed in the 1860s; it is present on the Beers' Atlas map of Pencader Hundred in 1868, and belongs to "J.W. Dayett." This was John W. Dayett, who had purchased a 29 acre parcel from Charles Morrison in October of 1864 (see Figure 9). The Dayett family had been in the vicinity for a number of years by that time, and Adam Dayett operated a mill to the south on Muddy Branch from about mid-century. John W. Dayett owned the property for the next several decades until 1889; he is shown as the owner on Hopkin's map of New Castle County in 1881 (Figure 10). By the end of the century the northeast corner of the intersection was still the only inhabited corner, and the house was occupied by "John Boys", though the property was still in the Dayett family (Figure 11). During the twentieth century, the site was owned by several different families, including the David's, Kinney's, Campbell's, and Leach's. In 1964, the house was demolished and removed as a result of DelDOT road construction at the intersection (see Figure 22). Table 5 summarizes the Leach Site deed transactions.

Soil profiles on the corner area of the tract indicated that the site had been filled and graded after the house demolition to a depth of approximately .75 feet, as can be seen by the presence of an orange dense sand and gravel fill above a buried sandy loam topsoil. Figure 36 presents a schematic cross-section of the B-

TABLE 5

LEACH SITE (7NC-D-141),
SUMMARY OF DEED TRANSACTIONS, 1835-1983

Date	Grantor/Grantee	Acres	References	Cost
Nov. 2, 1983	Wallace Leach & Wife, PH from Nettie M. Campbell, W, PH	?	L-124-332	
Sept. 28, 1964	Louise L. Leach & hsbd, PH from John Campbell, PH	4,000 sq. ft.	U-73-83	\$ 10.00
April 15, 1936	John and Nettie Campbell, WCCH from Frank T. T. Kinny & wf.	29a except 1 house lot	X-39-85	\$4,000.00
Aug. 21, 1934	Frank T. T. Kinny & wf, PH from William L. David & wf, V of Christiana	29a with exception	G-39-117	\$3,500
Jan. 14, 1932	William L. David & wife, V of Christiana from Maurice L. Garrett, John W. Dayett Garrett, Mildred Frances Garrett Fenton & hsbd, all Baltimore Co., MD	29a	E-38-52	\$2,700
	Maurice L. Garret et ux. from Lillie D. Garret	29a	Will	
July 13, 1922	Lillie D. Garret from Jonathan I. Dayett & wife	29a	B-31-461	\$2,500

TABLE 5 (cont.)

Date	Grantor/Grantee	Acres	References	Cost
March 11, 1919	Mary Emma Dayett		Will R-4-172	
	Mary Emma Dayett from John W. Dayett	'Boys Property' (29a) 'Mill Property'	Will E-4-100	
Jan. 4, 1902	John W. Dayett, PH from Ella B. Jester & hsbd, PH	29a	V-18-540	\$1,800
March 17, 1891	Ella B. Jester & hsbd from John T. Boys & wf, NCCO	29a	P-17-268	\$2,200
Feb. 21, 1889	John T. Boys, NCCO from John W. Dayett & wife, NCCO	29a	O-14-344	\$2,450
Oct. 22 1864	John W. Dayett, late of PH from Charles A. Morrison, PH	29a	O-14-326	\$1,900
March 26, 1857	Charles A. Morrison, PH from James Frazier, Cecil Co., MD	Two tracts #1 77a, 60p #2 29a	Z-6-207	\$5,196.25
April 11, 1846	James Frazier from William Frazier	Two tracts #1 & #3	R-5-125	\$1,000
Aug. 15, 1835	William Frazier and James Frazier, Jr. MCH from Blair Kincaid, PH	222a, 1 1/2p	W-4-309	\$4,000

Key: PH - Pencader Hundred, NCCO - New Castle County, MCH Mill - Creek Hundred

transect of STPs across the tract. Remarkably, testing here did uncover architectural evidence of the demolished house. STP B3 identified an intact, dry-laid coarse stone pier (Feature 1), approximately 1.5 feet square, located approximately .8 feet below ground surface (Figure 37, Plate 1). Other STPs, specifically C4, D4, and D7 encountered stone, rubble and brick, suggesting that other architectural remains were present. Historic artifacts, consisting of whitewares, porcelain,

PLATE 1

Leach Tract, STP B3, Intact Dry-Laid
Coarse Stone Pier



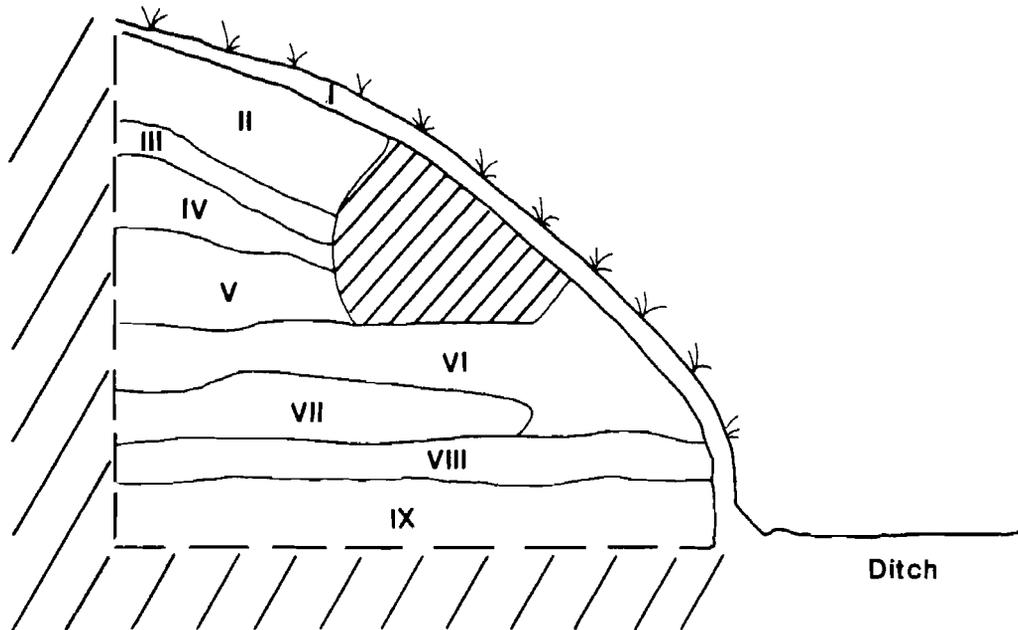
pearlware, redwares, window and bottle glass, metal wire, nails, asbestos siding fragments, and roofing shingle fragments were recovered in the STPs from within both the fill level and from the buried topsoil.

Based on the results of the Phase I testing, limited Phase II investigations were conducted at the Leach Site (7NC-D-141). Nine 5x5 foot test squares were laid out and excavated in locations of the site where Phase I testing had indicated potential subsurface features or intact architectural remains may be present (Figure 38). The surface overburden of DelDOT fill was removed and not screened. A strata cut was also excavated on the berm of the existing shoulder to determine the extent of disturbance to the house location by 1964 DelDOT road construction (Figure 39).

The additional testing of the Leach site identified 12 Features, which are described in Table 6. With the exception of Feature 1, 6, and 9, all other features were apparently demolition related. Feature 6 was a small, shallow trench extending northeast from the stone pier through both Test Units 1 and 3 (Figure 37), and may represent the location of a wooden sill, perhaps for a shed addition. Feature 9 was identified in the southwest corner of Test Unit 4, and was a circular, deep post mold. Test Units 2, 6, 7, and 8 identified areas of demolition rubble and debris, consisting of stone, brick, asbestos siding, and roofing material, mixed in a soil matrix of coarse orange sand and gravel and a brown sandy loam. Historic artifacts from disturbed contexts were recovered from all of the test units, and consisted of a variety of redwares, pearlwares,

FIGURE 39

Leach Site (7NC-D-141) Strata Cut Profile



- I - Humus/Topsoil
- II - Powdery (Dry) Dark Brown Silt Loam
- III - Mottled Yellow Silty Clay
- IV - Medium Orange-Brown Clay Loam with Gravels
- V - Medium Brown-Orange Silty Sand
- VI - Medium Orange-Brown Very Silty Sand with Iron Staining and Pebbles
- VII - Brown-Orange Very Silty Sand Mottled with Gray and Tan Sands, Iron Accretions
- VIII - Orange Sand with Gravels with Gray Sand Pockets
- IX - Orange Sand with Gravels and Gray Silt Pockets
-  Modern Pipe Trench

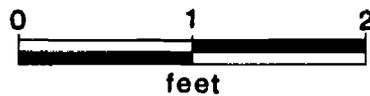


TABLE 6

LEACH SITE (7NC-D-141), FEATURE RECORD
AND DESCRIPTION

- Feature 1:** Dry-laid stone pier--approximately 1.5 feet square, located beneath modern fill and topsoil, extending to orange sandy loam subsoil, 1.5 feet below surface. Artifacts recovered from above and immediately adjacent to the pier. First encountered in STP B-3.
- Feature 2:** Possible intact stone foundation wall, first located in STP D-4. Stones encountered were dry-laid, tightly packed and two courses in depth. Soil matrix consists of medium brown loam topsoil intermixed with modern orange sand fill.
- Feature 3:** Foundation stones in a disturbed context, encountered in the east and southeast portions of Test Unit 2, beneath the topsoil and modern fill. First seen in Level 1.
- Feature 4:** Stone rubble seen in northwest quarter of Test Unit 2 first seen in Level 1, suggesting an intact stone pier. Level 2 indicated stones were in a disturbed context and not in situ.
- Feature 5:** Dark organic soil stain bordering Feature 2 in Test Unit 2. Located in Level 1 beneath the topsoil and modern fill. Interpreted as non-cultural root disturbance.
- Feature 6:** Dark organic soil stain extending diagonally across Test Unit 1, from Feature 1 to the north wall of the Unit. Approximately .65 feet wide and .3 feet in depth. Feature 6 also continued into Test Unit 3 on the same northeastern trend. Recovered artifacts included whitewares, redwares, glass, brick fragments, and nails. Probably an intact feature representing the remains of a wooden sill or a drip line.
- Feature 7:** Dark organic soil stain encountered in the northeast quarter of Test Unit 1, at bottom of Level 1. Approximately oblong (.8' x .5') and .2 feet deep. Interpreted as a non-cultural root disturbance.
- Feature 8:** Dark organic circular root stain encountered in Test Unit 3, bottom of Level 1. Approximately 1.1 feet in diameter, becoming more irregular in Level 2.
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TABLE 6 (cont.)

- Feature 9: Deep circular soil stain encountered in southwest corner of Test Unit 4, bottom of Level 3 (1.1 feet below ground surface). Large stain -- about 1.2 feet in diameter, and 2.0 feet deep. About 60 - 75% excavated in Test Unit 4. Soil matrix of dark organic sandy loam with orange sand subsoil. Artifacts recovered from feature included one whiteware fragment, glass, and metal fragments. Interpreted as a post hole.
- Feature 10: Irregular root stain present in floor and east wall profile of Test Unit 3. Circular dark organic mold at bottom of Level 2, becoming more irregular with depth.
- Feature 11: Soil stain in northeast quarter of Test Unit 6. Feature was small, relatively shallow and basin-shaped, with poorly defined limits. No artifacts were recovered, but there was a brick present in the stain. Interpreted as a root or rodent disturbance.
- Feature 12: A shallow, dark, amorphous soil stain in Level 1 of Test Unit 6, and also encountered in Test Units 5, 7, and 8. Within its limits were foundation stones and rubble, as well as demolition debris. Interpreted as evidence of house demolition.

ironstone, whitewares, porcelain, glass, nails and metal fragments, and architectural remains.

The results of the Phase I and II testing at the Leach Site indicate that, though there is some archaeological evidence of the structure that stood at this corner remaining within the ROW this evidence has been considerably disturbed by the 1964 DelDOT demolition and is in poor condition. The features identified during the testing were for the most part indistinct and difficult to define. Features 1, 6, and 9, are the only intact features present, and are all located beyond the proposed area of construction. Due to the poor context of the remainder of the site, the specific purposes of these features are not known. As

was seen with the two domestic sites on Route 7 North, mentioned above (Catts et al. 1986:82-29), the archaeological remains of a house site previously demolished by DelDOT will not be intact or in good condition; this is clearly the case with the Leach Site. The site is not considered eligible for listing on the National Register, and no further work is recommended at 7NC-D-141.

SEGMENT 2: COMLY'S LANE TO THE STUART PHARMACEUTICAL DRIVEWAY

This segment extends from Vernon Comly's farm lane, located on the south side of Old Baltimore Pike approximately 800 feet east of the Route 72 and Old Baltimore Pike intersection, to the Stuart Pharmaceutical driveway located on the north side of Old Baltimore Pike approximately 200 feet west of Fix's Corner (Figure 40A-E). Table 7 presents a summary of the Segment 2 testing, including the property tract names, the total number of STPs and measured squares excavated, the total number of artifacts recovered, the presence of prehistoric and historic sites, and specific notations concerning the Phase I/II testing. Within this segment, which spans a distance of approximately 1.2 miles, four historic sites and one prehistoric site were identified. Nine property tracts were investigated and a total of 389 STPs and fifteen 5x5 foot squares were excavated in Segment 2. Figure 40A-E shows the the proposed ROW location, property tract locations, the areas where extensive soil disturbance precluded testing, and the properties that were not tested due to denied access. Generally within this segment the proposed ROW is planned for the north side of Old Baltimore Pike, with 30 to 80 feet of ROW under consideration. With the